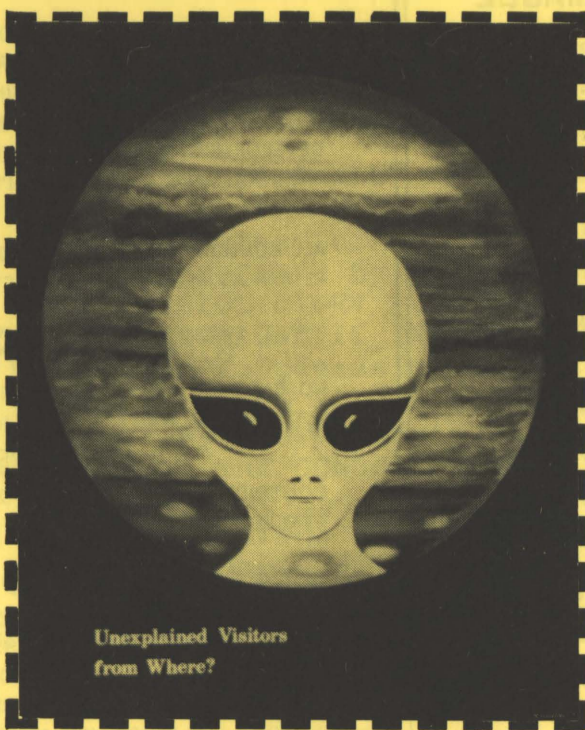




*The*  
**Australian**  
**U.F.O.**  
**Bulletin**







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# Victorian U.F.O. Research Society

P.O. Box 43, Moorabbin, Vic. 3189, Australia

S E P T E M B E R 88

PUBLICATION NO VBH122

Registered by Australia Post

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## EDITORIAL

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While the scientific community introduces one debunking attempt after another, all contradicting non satisfactory with regards to the UFO Phenomena, yet another encounter has occurred which indicated that the mysterious objects have a strong Gravitational force or similar capability.

On 20th January, 1988 the Knowles family Car, a 1984 Ford Telstar was lifted temporarily from the bitumen highway as the family was crossing the Nullarbor Plain, just West of Mondrabilla, in Western Australia.

As the UFO tugged from the roof to lift the car, the occupants apparently did not realize they were off the ground, until the object lost its grip and the car dropped, landing on its rear right wheel bursting the tyre. In fact, the driver thought he was speeding at 200 Kilometers to get from under the object.

There is reason to believe this was an abduction attempt that failed. There is no doubt that a 1984 Ford Telstar cannot travel at that speed on the ground. There

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is no doubt that the same car can spin its wheels at 200 Kilometers when off the ground as proven by test conducted by V.U.F.O.R.S. Investigator JOHN AUCHETTLE, on 1st of February, when the front wheels were jacked off the ground and the speedometer accelerated full scale (200 Kilometers) as documented by Channel 7 VIDEO in Adelaide.

On 18th October, 1973, another such encounter took place when a four man crew aboard an ARMY Helicopter was flying at 2,500 Feet over OHIO, in the UNITED STATES, when the Crew Chief spotted a light which he at first thought was a Radio tower beacon.

But to his surprise the light was approaching the flight path of the Helicopter on a collision course. As the UFO came closer the Captain, LARRY COYNE, saw that it was cigar shaped and metallic.

When the Captain thought the object would collide he put the controls into decent position. When the Helicopter reached an elevation of 1700 Feet, COYNE looked up and saw the UFO was overhead. He looked back at his altimeter and saw that he was being pulled up.

The Helicopter went from 1700 Feet to 3500 Feet in a matter of seconds with the controls still set in the decline position.

At 3500 Feet COYNE regained control of his aircraft and flew on to his destination.

Australia's most outstanding case is of course the FREDERICK VALENTICH Encounter, of 21st October, 1978.



V.U.F.O.R.S. Members and Subscribers are familiar with this incident as the details have been told time and time again. In addition, MR GUIDO VALENTICH, the pilots father, is a V.U.F.O.R.S. Member and attends our public meetings where those present have the privilege of discussing the case with him and Members who investigated the incident.

While we do not know what happened after the mystery sounds interrupted radio transmission between FREDERICK and MELBOURNE FLIGHT SERVICE, such experiences as the above mentioned case leads us to wonder if that encounter was a successful abduction?

Was the sound that of the UFO latching onto the CESSNA 172 aircraft? Anyway, LARRY COYNE and his crew got back to tell about it and FREDERICK VALENTICH did not!

Many other cases are recorded where cars have been lifted from the ground and aircraft have either gone up, down or disintegrated. during encounters with Unidentified Flying Objects. Then there are the incidents concerning gravitational or similar effects, that do not seem to make sense such as the WHITE ACRES physical trace incident which occurred between 1am and 2am on the 30th September, 1980, near Rosedale in EASTERN VICTORIA.

awakened by the noise of his horse galloping around the paddock and a commotion among his cattle. When he went outside to investigate, he saw what he at first thought to be an aircraft about to crash. But to his surprise, the object levelled off above the ground and flew within 300 feet past his house before flying on to a water tank 3/4 of a mile away.

GEORGE watched the object hover over the tank and then settle to the ground 100 Feet from the tank. MR BLACKWELL then considered the possibility that a Helicopter might be making an attempt to rustle cattle. He then jumped on his cycle and sped to the scene.

When within a short distance of the object he could see it was not a known aircraft. From the light of the full moon, he could tell that the craft was bell shaped. The main body was orange coloured with a white dome on top.

As the UFO gave off a blast of heat and began to rise slowly into the air he noted that a large circular rim that resembled a huge innertube was under the bottom. This rim receded in width as the craft ascended.

The witness noted objects falling from the from the craft as it flew away. The 10,000 Gallon concrete water tank had been kept full in case the regular supply failed. When examined after daylight, only one Foot of water was left in the tank. Alga was stuck to the side of the tank all the way to the top.

Rocks which had been thrown up against the tank, to be out of the way from the mowers, had been drawn by force in a path from the tank to a circle left on the ground where the object had landed. Smaller rocks that were seen falling from the UFO as it flew away were found on the ground directly below the flight path.



Perhaps the useful purpose of the UFO was to secure water. But the force that pulled the rocks from the tank does not appear to have served any useful purpose unless the problem was in the control system after drawing water out of the tank it was not properly switched off.

There is a possibility the UFO was disabled in some way, such as "Filters" or other apparatus being blocked with alga from the tank. This being a correct assumption the UFONAUTS may be subject to failures.

Or are they merely performing tricks to induce thinkability and/or confusion into the developing mentality of the Human Race?



"Who's in charge of UFO sightings?"



"Perhaps I'm lacking in imagination, but I just don't believe in flying saucers."



## ON THE UFO TRAIL

Paul B. Norman



On the 3rd of July, 1988, I returned to Australia from the United States after receiving a report on dust samples taken from the Knowles Family 1984 Ford Telstar. Due to briefings with the V.U.F.O.R.S. Committee and the necessity to catch up with accumulated correspondence, I was delayed until 22nd of July before going to the Nullarbor plain and other areas in Western Australia.

Priority for the trip was, of course, due to the fact that the Knowles experience has emerged as the most outstanding mystery in Australia.

The highlight of the journey was, without doubt, a visit with a resident of NORSMAN, who was in the Nullarbor Area at the time of the event and had a report of his own experience concerning that particular encounter including a sighting of his own.

Not only did this key contact provide me with his accommodation and hospitality in his home, but spent several hours driving me to the spot where the car had skidded and over several Kilometers around the area.



He reported that soon after daylight, he noticed short FIBER-LIKE substance scattered in spots along the bitumen Highway for about a Kilometre from where the car stopped. At that time he did not realize that the material had a connection with the UFO.

He picked up some of the fibers which crumbled between his fingers into a powder similar to graphite only much lighter. So light in fact that the wind was already blowing it away. Being intrigued by the incident and hearing more details from other people he returned to the spot a second time only to find that the wind had blown the fibers away.

A few days later this man began to suffer an illness similar to that of FAYE KNOWLES who had previously touched an object on top of the car and her arm was covered with the dust.

But his symptoms were more severe than that of MRS KNOWLES, and he was later admitted to hospital. He did not report the mysterious experience because he thought he would be ridiculed. However, efforts are now being made to determine whether or not the illness was related to the dust.

It now appears that dust samples vacuumed from inside the Knowles car are the only samples to remain intact from contamination. Sufficient dust was vacuumed from inside the car after it reached ADELAIDE, for several laboratory tests.

One set of samples was given to DOCTOR RICHARD.F.HAINES, a retired NASA Scientist. DR HAINES submitted the samples to a high technology, state of the art laboratory in the United States.

Two other Laboratories are also checking on the material. The apparatus being used is a SCANNING ELECTRON MICROSCOPE with EDAX ANALYSER and ECON DETECTOR. Some of the Particles are magnified 5,000 times. The samples are composed of Oxygen, Carbon, Calcium, Silicon and Potassium. The analyst mentioned that Atomic Element 85 (ASTATINE) was also possible.

The mention of possible ASTATINE has aroused my curiosity since I have suspected some sort of temporary radiation that disappeared by the time the car had reached South Australia, where it was checked for radiation and found to be negative.

ASTATINE is a radio active chemical element that has no stable isotopes. It is the natural element 85 (At). ASTATINE was SYNTHETICALLY produced in 1940, at the University of California, when three Scientists bombarded BISMUTH with accelerated Alpha Particles (HELIUM NUCLEI) to yield ASATINE and NEUTRONS. After the reaction it has a half life of only 7 to 8 hours before decaying.

Prior to the arrival of the car in South Australia, the encounter was being treated seriously until after the debunkers got into the act when the first debunking attempt were made.



The first samples alleged to have been analyzed were done by Employees of the Australian Mineral Development Laboratories (AMDL) in Adelaide. The statement released from AMDL was that:

"The dust was mostly iron oxide consistent with residue from worn brake linings."

The large amounts of dust was ignored. The AMDL report was being distributed both in Australia and abroad as if it were God's gift to the skeptics. Apparently the first analysts did not realize the matter would be taken further afield.

Whether the AMDL report was an attempt to coverup or some other reason, I am not prepared to state. Opinion of other analysts is that the dust from the brakes was mixed with dust from other parts of the car.

Naturally the result would show predominantly brake dust. V.U.F.O.R.S. samples were kept separately and analyzed accordingly.

With comments being made by dedicated debunkers from various sources, such as;

"The family was mesmerized by a light in the sky"

or

"UFO experiences are made during dozing off state or while awakening."  
(Dreamtime Ufology)

This made the situation urgent that Ufologists should begin investigations. The facts are; dreams do not leave holes in the ground. Dreams do not lift motor cars off the road. Nor do dreams lift helicopters hundreds of feet in the air as experienced by LARRY COYNE and his crew while flying over OHIO, during 1973.

These facts were some of the reasons that prompted colleague JOHN AUCHETTL and I to go to Adelaide and check out the car first hand. After our tests on the car were televised, we understand that some of the skeptics made adjustments to their original comments and the case was again being treated seriously.

All over the World, UFO Organizations and publications were receiving inaccurate reams of newspaper accounts and stories taken from these inaccurate newspaper clippings.

One of the most amusing stories was the ROOF RACK. What happened to the roof rack? Even MR PHILIP.KLASS, the foremost dedicated UFO debunker in the United States (KLASS is the U.S. counterpart of the Australian skeptics) broadcast that the roof rack had caused the damage and the family was telling the UFO story to collect insurance money.

There NEVER was a roof rack!

As this article goes to press this interesting case is still under investigation.

**Paul B. Norman**

**NORMAN**



# ORBITER

*The New England Aerial Phenomena Report*

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Reading, MA 01867 USA  
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Issue #5

February, 1988

## COVER-UP/DEBUNKING PROGRAM

by Jim Melesciuc

The evidence seems overwhelming that a conspiracy exists on the part of the government with the intention of keeping the general public from learning the truth about UFO's.

In Jan. 1953, Dewey Fornet, Ed Ruppelt and Al Chop had concocted a plan to give the American public the facts about UFO's. When they were ready to hold a press conference the CIA stepped in. Chop told Major Keyhoe and the others "They killed the whole program. We've been ordered to work up a national debunking campaign by planting articles in magazines and arranging broadcasts to make UFO reports sound like poppycock." Ruppelt told Keyhoe that they had even been instructed to ridicule witnesses when plausible explanations of UFO sightings were not readily available. Hence the birth of the joint cover-up/debunking program in America.

From that day on sincere witnesses to a UFO event who are placed in a situation by chance rather than choice were to be treated like criminals by Big Brother and the debunking cult. We know of Olden Moore's account of being whisked away to Andrews AFB shortly after his highly publicized sighting in Montville, Ohio in Nov. 1957. There he was questioned repeatedly over a three day period. On July 28, 1978 CAUS member Robert Todd was visited by the FBI at his home. The agents wanted to obtain information on Todd's sources about a statement he received in reference to a Cuban MIG-12/UFO encounter in March 1967. Aside from Olden Moore's harrassment and Robert Todd's intimidation, how many others received the Big Brother stronghold and obviously became reluctant to talk or cooperate with an investigation. Time and time again there has been repetitive reports of investigation being hampered, confiscation or editing film, soil samples suddenly missing from labs, etc. Unusual telephone behavior has also been noted. Ray Fowler became suspicious of unusual telephone behavior and had a telephone company employee look into it. The telephone company discovered that Ray's phone line was connected to a tap off. This tap-off would enable any party to listen in on his phone without detection. This type of hook-up would also alert the monitoring party whenever Ray would lift up his receiver. The

tap-off could also explain strange clicks and busy signals when nobody is using the phone. (ref: R. Fowler: Casebook of a UFO Investigator)

The cover-up/debunking program has also been aimed at UFO groups. After all, didn't several mysterious persons manage to fit themselves into NICAP structure? AFRO was another group that came under gov't surveillance. (ref. B. Greenwood, L. Fawcett, Clear Intent)

A CIA memo dated 26 April 1976 proposes how the government has officers and personnel within the agency who are monitoring the UFO phenomena and that the CIA should keep in touch with reporting channels and keep the agency informed. In other words it suggests that there is continuous surveillance of civilian UFO organizations. There could not be a more efficient way to discourage, discredit and alter public opinion than through infiltration of a major UFO organization. Agents could be in place in major positions within a UFO organization. If the organization became too prominent or efficient, the agent or agents could throw a monkey wrench into the works and ruin the credibility and reputation of that group or individuals and bring on the ridicule factor.

Seasoned ufologists throughout the modern era of this subject have more than once had a run-in with mysterious (gov't) men. Even Hynek and Imbrogno were shadowed by an over interested NSA agent during their investigation of the Hudson Valley sightings. (ref. J.A. Hynek, P. Imbrogno, Night Siege)

CAUS uncovered bits of disturbing factors on the alleged authenticity of the documents. The MJ12 backers should be concerned. It is my speculation that those promoting the infamous papers have been duped by a gov't smoke screen in order to distract them from learning the truth. The ongoing gov't cover-up/debunking program is still in full swing since January 1953.

## NOTE:

*The Australian U.F.O. Bulletin has been reset with a new cover and format and we hope more information for Members. Untill we get production fixed up, we apologise for any inconvenience.*



# •REVIEW•

BY MARK.E.SAWYER

In the field of astrophysics, it is rare to find a book that is written in simple and straight forward language by a professional researcher. '100 Billion Suns' however, is such a book.

The author makes the lay reader feel comfortable right from the beginning of the first chapter, and seems to avoid the unnecessary use of 'trade jargon', that is so often indulged in by many academics in his field. The book is nonetheless written in a very fluent and eloquent style, and when jargon is used, it is explained very thoroughly and thoughtfully, often with the assistance of some very relevant analogies.

The author also uses many diagrams, all of which are clearly and logically presented, to help explain the text as each chapter progresses, and the references to physics and chemisrty are basic enough to be understood by readers with no academic background in these topics.

The subject matter of the book is the birth, life, evolution and eventual death of the stars - not just the sunlike stars, as the title might suggest, but all other known types of stars - Dwarfs, Red Giants, Pulsars, Binaries and X-Ray stars. Of course, the book would not be complete without the brief discussion on 'Black Holes', which appears late in chapter 11 (appropriately titled 'The End Of Stars').

The author is very articulate in defining what is known fact, what is theory, and what is only

speculation. He also raises aspects of some observed phenomena which contradict any current theory or speculation, and arouses within the reader, a sense of wonder at the magic of the Universe.

The book has three very interesting appendices which deal with the methods used for calculating the speed, distance and mass of the stars, and is further enhanced by six beautiful colour photographs of various cosmic phenomena.

'100 Billion Suns' is a delightful book for anyone who loves the stars and is captivated by the awesome majesty of the Cosmos. It truly is a great read, one that I thoroughly enjoyed, and I highly recommend it.

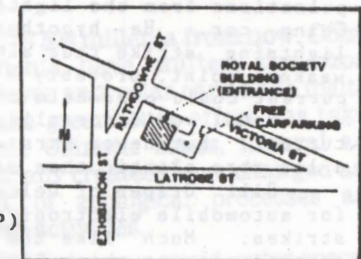
Title: 100 Billion Suns  
Author: Rudolf Kippenhahn  
Publisher: Harper and Row  
R.R.P.: \$29.50

## DISCUSSION NIGHT

For your Diary

5th DEC 88 A.G.M.

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WHERE : 'The Royal Society of Victoria'  
Victoria St., Melbourne (SEE MAP)  
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supper)



MEMBER

International Committee for UFO Research

P.O. Box 43, Moorabbin, Vic. 3189, Australia



# UFO POTPOURRI

## ELECTROMAGNETIC INTERFERENCE

A NICAP report on Electro-magnetic effects associated with UFOs, dated June 1960 provided an interesting accumulation of reports of automobile motor and light failure while in the area of a UFO.

In 1957 Ruppelt characterized the 1957 electro-magnetic cases "as a whole new dimension to the UFO investigation." The NICAP report quotes Leonard Hardland, Chief Engineer of the National Inventors Council, as saying "a device capable of disrupting the operation of motor vehicles and other mechanical equipment is one of the things the Armed Forces would like to see developed."

The reports cites a number of EMI cases. Some of these are as follows: A car motor and headlights failed on November 2, 1957, when a UFO was encountered on the road near Seminole, Texas. Four instances of car motor and light failure the same day only near Levelland, Texas. The motor failed and the lights went out on a speeding car near Hobbs, NM on November 5, 1957. Several car motors failed when near a UFO in Cachoeira, Brazil on November 15, 1957. Many more such cases have been reported. Often other problems such as radio failure, TV interference, clock failure, and heat affects on humans are also noted.

Now in 1987 lightning is showing a similar problem with newer cars. Sandy Chinn reported to the ST. LOUIS POST DISPATCH that her Cadillac dashboard digital display went dark while she was driving in a thunderstorm near Southern Illinois University. Mrs. Chinn is the daughter of KMOX radio personality Bob Hardy. When Hardy used his radio program to describe the incident he received a call from Bob Kisslinger, technology branch chief at McDonnell Aircraft Company, with a possible explanation.

Kisslinger said the incident was due to electromagnetic pulsations from the lightning, even though none actually hit the Chinn car. He hypothesized the the current from a nearby lightning strike rode along the car's wiring until it found the weakest point, probably a computer chip in the dash. the induced current could overwhelm the chip and burn it out.

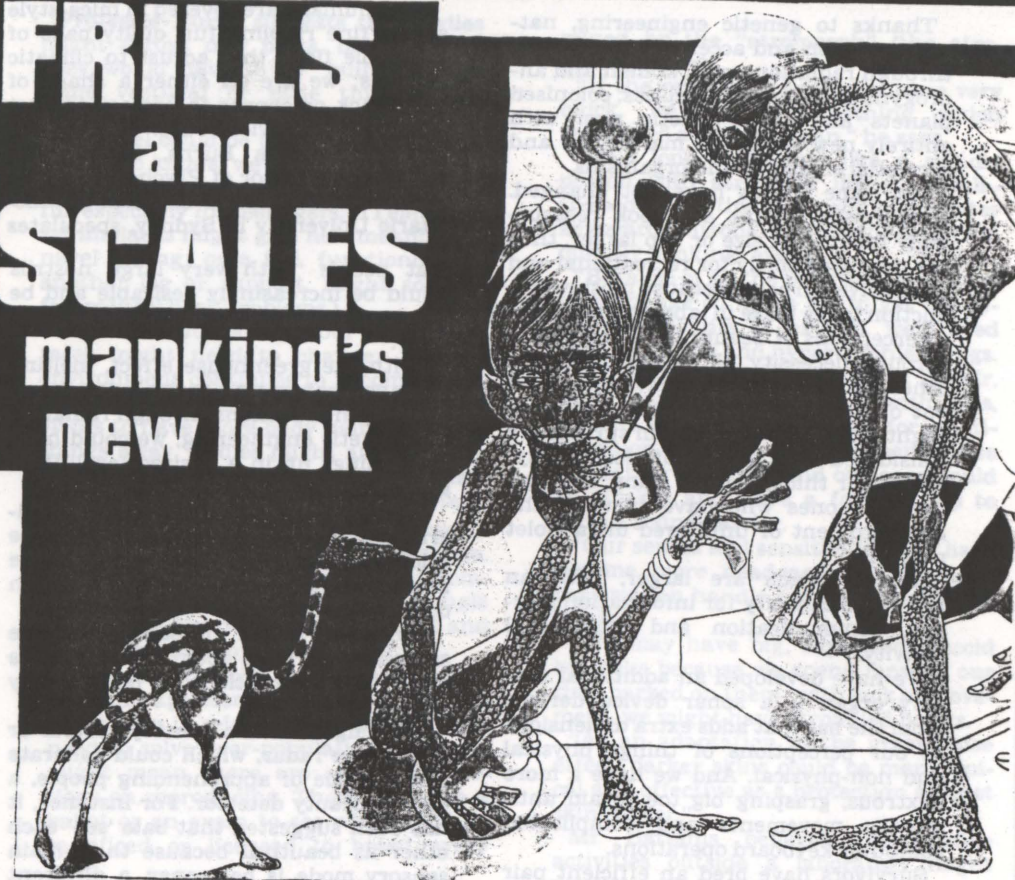
Metal would normally shield the weak components from induced current, but newer cars use the more susceptible electronics and a lot more plastic than metal.

Bill Draper of Delco Electronics says it is extremely rare for automobile electronics to be knocked out by nearby lightning strikes. Much like the UFO effects on automobile systems, the experts seem to think lightning effects can't happen. What this really means is that eyewitness accounts are usually discounted by the experts, rather than finding a rational explanation for what really happened.

Kudos to Bob Hardy and Bob Kisslinger for their attempt to get to the bottom of the problem rather than pretending like it did not happen.

BY JOHN F. SCHUESSLER  
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# FRILLS and SCALES mankind's new look



If human beings are the  
product of their  
environment, what  
changes will they  
undergo as we  
increasingly tamper  
with the natural world.  
Staff reporter  
BERWYN LEWIS  
investigates the future

**I**T'S 500 millenia from now. Continents have shifted, the ozone layer and polar caps have melted and the greenhouse effect has taken its toll. Climatic zones, natural and artificially created, have changed as a result of geological processes and human activities.

In this brave new world, outer space is littered with high-tech garbage traveling at thousands of kilometres a second; the human race has undergone dramatic changes.

Variously identified as Homo quasi sapien, Homo atrophica, Homo effluvia, or Homo consumer or shopper, humans are remarkable survivors in a radically different environment of their own creation.



Thanks to genetic engineering, natural selection and accelerated evolution through radiation, men, women and androgyns share earth, satellites, colonised planets and their genetic pool with entirely new species of marine, air and terrestrial creatures and organisms.

But some things have not changed. Human sex organs still look reassuringly familiar. A size or two larger, they are now used solely for recreational and decorative purposes because most reproduction takes place in laboratories.

Perceptions of beauty have changed — through necessity, all complexion types other than the reptilean have been bred out of existence. Those with an exotic, slightly oily, mica-toned skin surface are considered the height of desirability; with their thick, padded skins, they are the only ones who have survived the bombardment of unfiltered ultra-violet rays.

Human heads are larger, with an increased capacity for information storage, communication and intellectual activity.

We have developed an additional sensory organ — a sonar device derived from the bat that adds extra dimensions to our perceptions of things physical and non-physical. And we have a more dextrous, grasping big toe to aid anti-gravity movements and complicated computer keyboard operations.

Survivors have bred an efficient pair of auxiliary lungs to deal with polluted air, excessive carbon dioxide and diminished oxygen due to the destruction of forests.

A small section of "deviant" humans, who share a creationist-style, anti-technological philosophy, have become monotremes — equipped with one opening or vent for the genital, urinary and digestive organs. An exception, they engage in reproductive activities outside a laboratory, laying eggs from which their young are hatched.

One of the greatest killers in the past, stress, has led some humans to evolve efficient and decorative stress-coping mechanisms — when the "fright and flight" syndrome strikes, excessive amounts of adrenalin are channelled into activating a frill around the neck, which rises and falls like a cocky's comb or the display of a frill-neck lizard.

Most humans are covered in mica-style scales, fine rippling fur, quilted pads of inflatable flesh that adjust to climatic changes; we are all either a shade of blue-black or copper to protect against unfiltered ultra-violet rays.

Professor Allsa Burns, author and associate professor of Psychology at the School of Behavioural Sciences at Macquarie University in Sydney, speculates

that people "with very large nostrils would be increasingly desirable and be more appropriate in the selection process".

"With the greenhouse effect, melting ice caps, evaporating ozone layers, combined with mutations through radiation and genetic engineering, we could have sped things up in a desired (evolutionary) direction," she says.

"This selection process would be accelerated in the laboratory. There would be a lot of mistakes but once an effective model was developed, an ageless design could be perfected.

"Everyone would probably look the same age, perhaps about 30, but at the same time perceptions of beauty may have changed.

"We might have a sensory system or organ, like radar, which could generate a new mode of apprehending people, a sort of beauty detector. For instance, it has been suggested that bats 'see' each other as beautiful because their main sensory mode is bat sonar, a different type of sense. It might well be that through a sense like that we could apprehend gorgeous shapes, psyches and colours.

**I**t could be a good idea to have a modified brain to carry more functioning networks and connections. Stored knowledge and speed of transmitting brain messages might be increased, but this wouldn't necessarily mean our heads would be larger.

"The environment may have become so inhospitable that the respiratory system of the species may well have to be re-designed, with an emphasis on spreading, hairier nostrils to catch more air and to filter out the pollutants and repel the dust."

Professor Burns suggests that bodies might sprout new parts, but she says they would have to be "built on from some vestigial or little thing which already exists".

"A navel could be built into something else. Who knows, we might decide a telephone implant in the ear would be useful, especially for teenagers." (Television set implants might give new meaning to navel gazing; or a tail, functioning as another leg or support, might solve a few painful back problems.)

Professor Burns says our body surfaces might need to change: "If the environment continues to become more polluted, it could be necessary for survivors to have more body hairs to brush things away. Bodies might also need to be covered with absorbent clothes, like Kleenex, because the greenhouse effect would make everything rather clammy.

"This could create a disposal problem. Perhaps we'd have some kind of compressing machine which could mangle the clothes like old papers overnight and create new ones by the morning.

"Non-destructible teeth, wrinkle-free skin and agelessness might be significant factors in selective breeding, but the need to solve over-population problems might mean there are severe restrictions on reproducing. There might be a ballot or an exam to see who would be sacrificed or licensed to breed every year.

"This would create a great deal of stress or anxiety, but there could be improvements in neurotechnology".

Professor Burns believes that the world of the future will "not have much room for aggressive, primitive men".

"The primitive behaviour which got us through the primeval days will no longer be necessary," she says.

She suggests that because the world might become increasingly feminised, the Latin word for man, "Homo", might be replaced by a female equivalent, "Mulier"; the human race would be known as Mulier sapiens instead of Homo sapiens.

Wes Battams, the executive director of the Sports Science and Research Centre, Cumberland College, Sydney, speculates that the shape of the human being of the future, which he describes as "the Homo effluviatus", will be deter-

mined by the "atromorph" (the atrophied person).

"If the process of evolution were very quick, we'd have something which resembled a polluted man," he says.

"He'd look something like a spindly person with atrophied limbs, spatula-shaped finger tips for pushing computer keyboard buttons and nictitating (frequently blinking) eyelids.

"Because of all the pollution, we'd have to exchange so much air to get the required amounts of oxygen, we'd need very big chests and hypertrophied lungs.

"To cope with the pollution in the air, we'd have flattened noses with slits, screens or pockets in them for multi-filtration purposes, multiple membranes protecting our eyes, and our ears would be thicker and have a folding flap to form a sound barrier.

"Our senses and sensitivities may have become more deadened and blunt so that we can handle the stress and noise levels.

"We may have big, expanded, flaccid buttocks because we spend most of our time parked on them; with lack of movement, we might have atrophied bodies.

"As an adaptation to the greenhouse effect, darker skins could be more typical and effective as a protection against skin cancer."

Mr Battams believes reproductive activities outside a laboratory might require massive amounts of sperm and unparalleled ejaculations to activate its release.

"With the increasing environmental resistance to mating and procreation, the testes might have to be very enlarged to produce sufficient supplies of active and healthy sperm so that it survives the journey to the ova or egg."

Ann Murphy, a lecturer in anatomy at Cumberland College and a forensic anthropologist, believes we may be living in technologically designed environments that function as barriers against pollution and compensate for the loss of most of our vegetation, that

we might have developed an extra oxygen-carrying molecule in our blood and that we might be blue-black and almost hairless.



"At the moment we use haemoglobin to transport oxygen around in our blood, but perhaps we might have something else," she says. "It's possible that this new molecule could change skin colour. Instead of having iron at its centre, like haemoglobin, it might have something like copper, creating a bluish tinge."

"With the change of the ozone layer, we might all need to produce more melanin and everyone will have a darker skin, perhaps blue-black."

"We'll need to have developed an ability in our lungs to extract all the available oxygen out of the environment; if we're living in a controlled environment, there won't be much reason for thick body hair."

"Because most people will be involved with repetitive type jobs, sitting in front of keyboards and screens, there will be strain and inflammation of the synovial sheaths. We may have evolved more efficient lubricating sheaths to minimise this friction around the tendons."

Charles Morgan, an astronomer, science fiction writer and "futurologist", believes "99 per cent of people will live in space" and that this will have an impact on the way we look.

"We'll be living in zero gravity and we'll have to adapt to survive in an extraordinary number of situations in space and on this planet," Mr Morgan said.

"In space we might be more likely to be bigger because growth won't be contained by gravity, but we won't really need legs or their muscle power. We may start to use our feet and toes more like hands. We could be more graceful, lanky and spindly, and develop shapes which might make us look like we live underwater."

"It would be convenient for life in space if we could adapt to surviving in a vacuum."

## Mankind's New Look



\*Aust 27th AUG 1988, VIC

We'd need a type of skin which would close off, like a pressure suit, and you'd need something, like a diaphragm, which closes off around the ear to protect the ear drums from exploding in zero pressure. This diaphragm would be implanted by some kind of genetic engineering.

"Our lungs could be extended or if we had additional air bags we could independently support ourselves longer in space."

"Skin could have many more functions. We could control our body temperatures without wearing clothes. We may have developed insulated layers of adaptable skin which could puff up."

## 'U F O S      A N D      T H E      C O N D O N' "R E P O R T"

### Part II

BY, James E. McDonald

The non-com's letter describes the successive stages of airbase alert over these unknowns, culminating in RAF decision to scramble Venom interceptors, a step also spelled out in the Bluebook report. The first of two Venoms (Mach 0.8 single-jet De Havilland fighter flown by the RAF in 1949-62 period) was vectored in on one of the UFOs. The pilot radioed that he had a "bright white light in sight", but, as he moved to within about a dozen miles of it, the light suddenly disappeared. Next, Lakenheath ATCC vectored him to another target 10 miles east of the Station. The pilot reported that he had the unknown on his airborne radar and that he was locking on. But, after brief lock-on, the unknown disappeared from the pilot's radar screen. His radio query to ATCC radar controllers as to what had happened was answered with the information that the unknown had taken up a position on the tail of the aircraft. The non-com's letter states that several of his radarmen saw (on radar) the unknown swing around at very high speed to take up the pursuing position. He further emphasizes that, to try to break the tail-chase, the Venom pilot "tried everything -- he climbed, dived, circled, etc., but the UFO acted like it was glued right behind him, always the same distance, very close, but we always had two distinct targets," as the pilot continued for an estimated 10 minutes to try to elude the unknown. The Bluebook report puts that portion of the incident more briefly: "RATCC requested pilot acknowledge this chase. Pilot acknowledged and stated he would try to circle and get behind the target. Pilot advised he was unable to 'shake' the target off his tail and requested assistance. One additional Venom was scrambled from the RAF Station. Original pilot stated, 'clearest target I have ever seen on radar.'" The RAF first pilot, low on fuel, started back to his home field. "The target (UFO) followed him only a short distance, as he headed SSW, and the UFO stopped and remained stationary", the non-com states.

The second Venom was vectored towards the UFO, but failed to make contact before developing some mechanical malfunction that necessitated a return to base. The Bluebook report states that, at RAF Station C, where the first unknown was detected shortly before midnight, "three other radar targets...behaved in a similar manner and intercept attempts made from 2130 to 2215 GMT by an American



T-33 jet aircraft were fruitless." (Note those times. They seem to imply that, at least an hour before Station C alerted Lakenheath at 2255 GMT, one or more unknowns had been radar-tracked near C and that intercept was attempted prior to alerting Lakenheath. Evidently this entire UFO incident lasted over five hours.)

The discussion of the foregoing UFO incident in the Condon Report, after considering but rejecting anomalous radar propagation as an explanation of such a sequence, ends in the concession of "the probability that at least one genuine UFO was involved" here. In another discussion of the same case within the Condon Report (Bantam p. 164), it is suggested that "the apparently rational, intelligent behavior of the UFO suggests a mechanical device of unknown origin as the most probable explanation of this sighting." I concur; but I must ask how, with a case such as this before him, Condon could say that there's nothing of any scientific interest in the UFO problem.

I believe that nothing in today's aerospace technology, here or abroad, can account for performance characteristics of the type observed near Lakenheath by ground and airborne visual observers and by ground and airborne radar that night. Yet cases equally puzzling have lain in the Bluebook files for even longer than the 12 years during which the Lakenheath case has been gathering dust there, and I can vouch for the fact that the Condon Project had still other Air Force cases similarly puzzling in nature, yet omitted them from its final Report (for example, the Fukuoka, Japan, Oct. 15, 1948, F-61 radar-visual case that I have discussed at last year's Congressional UFO Symposium). A case like Lakenheath cries out for scientific attention, yet Condon proposes that the Air Force, the government, and the scientific community ignore such cases. Has he really studied his own Report?

The Lakenheath case, as well as the 1957 B-47 case discussed below, were not known outside of Air Force circles prior to their appearance in the Condon Report. Evidently Air Force UFO consultant J. A. Hynek was aware of the Lakenheath case, since his views on possible role of the Perseid meteors are cited in the Bluebook report on the case (Bantam, 255). But, to my knowledge, no other students of the UFO problem had ever heard of this interesting case; and the Texas B-47 incident was not even known to Hynek, apparently, since no report was even filed at Bluebook by ADC after that Air Force incident. The fact that these two very impressive Air Force-related UFO cases have been made public via the Condon Report seems to me only one of numerous considerations arguing quite strongly against any suspicions that the Condon Project is part of a high-level coverup. I reject that hypothesis and view lack of interest in the UFO problem and a documented prior judgment, not cloak-and-dagger work, as the primary factors shaping the negative final conclusions and recommendations of the Condon Report.

### 3. November 14, 1956, near Mobile, Alabama (Case 14-N, Bantam 127-8)

This third unexplained UFO case from the Condon Report actually embraces a pair of separate sightings by the same Capital Airlines pilot; I shall discuss here only the first, though both are conceded to be unexplainable in the Report. Names of witnesses are systematically deleted from the Condon Report; and, for the major cases, not even geographical locations and dates are given, which might almost be said to remove it from the category of a scientific document, since independent checks of the Report findings are rendered

impossible for those who do not already know all about the cases. In this instance, anyone who has studied the UFO literature would recognize almost immediately that it is the 1956 sighting by Capt. Wm. J. Hull and his copilot, Peter H. McIntosh. Of the many dozens of significant UFO sightings by commercial airline pilots made in the past 20 years, the Condon Report confronts only two or three, thereby limiting its attention to so tiny a fraction of these important reports that it must be criticized for failing to grapple with one of the principal segments of the UFO problem. (Incidentally, it is asserted on p. 244 that the famous Nash-Fortanberry sighting of July 14, 1952, is discussed in Section III, Chapter 5. It is a pity that the assertion is in error, for it would have been quite interesting to see how that famous airline sighting would have been explained.)

But the Hull sighting does appear. And it is conceded to be unexplained, following a few comments (scarcely relevant in my opinion) about possibilities of accounting for it in terms of mirage or autokinetic effects. It is characteristic of this inadequate Report that the reader is given no clue as to just where the information presented on this sighting was obtained. Phraseology such as, "...the pilot remembers noting..." will be construed by uninformed readers as implying that Project members must have interviewed Capt. Hull. But, since he was killed in a 1958 aircraft accident and since I personally interviewed the only other witness, Copilot McIntosh, only a few days ago and found that I was the first person to query him on the incident in many years, I may conclude that the unreferenced source of all of the information on the Hull sightings contained in the Condon Report is probably NICAP file material, which, in turn, came chiefly from the files of the defunct but once extremely productive New York UFO group, CSI. Details like that belong in studies purporting to be definitively scientific in nature, else how can independent investigators cross-check conclusions?

Hull and McIntosh were at cruise altitude over Alabama in their Viscount, on southwesterly heading for Mobile on a clear night at about 2200 LST, when a bright light source suddenly shot down at an angle from upper left to dead ahead. The first impression that it was a bright meteor had to be rejected when it decelerated and then halted abruptly and hovered motionless. It was "brighter than Venus at brightest magnitude," and McIntosh told me he recalled their thinking that it might be an emergency flare of some kind. Suddenly the light began "darting hither and yon, rising and falling in undulating flight, making sharper turns than any known aircraft, sometimes changing direction 90° in an instant," as recounted in the Condon Report. After another hovering interval, it resumed "another series of crazy gyrations, lazy eights, square chandelles, all the while weaving through the air with a sort of rhythmic, undulating cadence." Then, the account in the Condon Report notes, the luminous source "shot out over the Gulf of Mexico, rising at the most breathtaking angle and at such a fantastic speed that it diminished rapidly to a pinpoint and was swallowed up in the night." (All of those quotations that appear in the Condon Report come ultimately from a letter to CSI, written by Hull on June 5, 1957, incidentally. A copy is on file at NICAP, where I have studied it.)



When I interviewed McIntosh recently, the features of the incident that remained most vivid in his mind were the intense brilliance of the erratically darting white light and especially the extraordinary acceleration with which it climbed out to the south over the Gulf. His remark to me was that it "moved faster than anything we'd ever seen." He was emphatic in asserting that its departure speed exceeded any known aircraft flying then or now.

Here again, in the Hull-McIntosh sighting, we have a UFO case that the Condon Report concedes to be unexplained. And so, here again, the key question is posed: don't such observations constitute matters calling for scientific scrutiny rather than scientific shrugs? What the Condon Report will not tell you is that there exist many other reports of very similar behavior of "airborne light sources" exhibiting erratic motions of acceleration characteristics quite unlike any known light sources of natural or technological nature. I have recently interviewed an airlines pilot, Capt. W. R. Hunt, who was involved in a very similar sighting near Dodge City in 1951. And the sighting of May 29, 1950, by American Airlines pilot Capt. Willis Sperry is another in this category. More could easily be cited; many of them were specifically suggested to the Condon Project for study, yet they go ignored in the Report. They cry for scientific attention, yet Condon proposes that we just forget them, as he has shown willingness to do.

4. September 19-20, 1957, Texas-Louisiana area (Case 5, Bantam 56-57, 136-139, 260-266, and 877-893)

This case has a very interesting history, since it was brought to the attention of the Project staff when one of the principal witnesses, an Air Force lieutenant colonel, was at a Project briefing session for airbase UFO officers. As is elaborated in the Report, a determined search failed to turn up any official report on the incident in Bluebook files at Wright-Patterson AFB, so it was concluded that the Air Defense Command (ADC), which had direct cognizance of the incident, had not passed on a report to Bluebook. (I see no reason to view this as evidence of super-secret handling; many such instances come to one's attention in digging into the UFO problem. The system is big and just tends to work that way all too often; commands are semi-autonomous; it's a bother to fill out detailed report forms, and, if it's known that higher echelons tend to treat as some kind of a nonsense problem the subject of one's report, it may just not get filed.)

A B-47 out of Forbes AFB was conducting a composite mission on the night of September 19-20, 1957, had completed navigational exercises out over the Gulf and was approaching Gulfport, Miss., on northbound heading, when the operator of #2 radar-monitor picked up unusual signals near a frequency of 2800 Mhz. The operator was puzzled by the fact that, on his monitor display, the blip moved up-scope instead of down-scope, as it should have moved had it been a stationary ground-radar unit. (This was a B-47 equipped with electronic countermeasures equipment, and carried a crew of six, of whom three were ECM personnel. It was presumably an RB-47H. An ECM radar-monitor listens passively while frequency-scanning is performed until it detects impinging radar signals from hostile ground-defense radars. Once so detected, frequency scanning ceases, and

bearing readings plus other required information are fed into the monitor system to yield a scope-display in which the azimuth to the radar source is the principal output information. Various types of information processing are possible, and, without precise information on the particular monitor used, the reader cannot reach clear-cut conclusions on some aspects of this sighting. The Condon Report gives some, but not enough, information on certain of these points.) Evidently, when this up-scope effect was first noted on crossing the Gulf coast near Gulfport, the #2 monitor operator in the aft section was uncertain as to whether these were ambiguously processed signals from some ground radar, so he did not then report it to the cockpit crew.

I had heard this case discussed with great interest by members of the Condon Project months ago (especially relative to hoped-for impact on Dr. Condon himself), and hence knew the name of the B-47 pilot in this incident. After studying the case-description in the Condon Report and noting that it gives the reader no indication that this aircraft-pacing case extended over a total distance of more than 400 miles, I located the officer and went over the incident with him in some detail. He pointed out that my earlier information was correct, in that the UFO was first picked up well east of the Ft. Worth area which most readers will think was the locale of this incident. He had sighted a bright white light closing on what seemed a collision course, from an 11 o'clock initial position, shortly after they had turned into a westbound heading over Jackson, Miss. (Since the incident terminated near Mineral Wells, Texas, the section of the flight in which the UFO was near the B-47 extends over about 450 miles. At B-47 cruising speeds in the 30-35,000-ft altitude range involved, that would represent a time of perhaps 40-45 minutes. I think many physicists and meteorologists who read the Condon Report's deliberations over mirage and anomalous propagation interpretations of this complex and protracted UFO incident will feel that they have been seriously misled by not being informed that the radar-visual observations involved in this case were occurring in generally consistent manner over so great a distance as 400+ miles. This was information well-known within the Project staff, since that is the way the incident was first related to me by staff members over six months ago. If this were the sole example of significant case details not fully and clearly spelled out in the Condon Report, it might not merit remark; but it is not an isolated example.

I tried to secure from the pilot his recollections of the angular diameter of the inbound bright light, but he recalled only that, for the first few moments, during which he alerted the rest of the crew to be ready for sudden evasive maneuvers, the light looked essentially like aircraft landing lights. After closing still further, until (Bantam 262) it "appeared to the pilot to be a glowing body as big as a barn", the light abruptly and with very high angular velocity shot across their flight path to their right and blinked out. That marks only the beginning of what the crew regarded as the unexplainable portions of the incident, and it was only the start of a 400-mile-long pacing-and-pursuit incident. As the Condon Report put it, "all remained deeply impressed by the experience."



The pilot told me that, after he and his copilot began joking about having perhaps seen a "flying saucer", the #2 monitor operator switched back to the 2800 Mhz frequency at which he had picked up unexplainable signals back near Gulfport, to see if anything showed up on the 360-degree scan of his spinning antenna. He got 2800 Mhz return from some source out on their 2 o'clock relative azimuth. And it held there in a manner that would not have occurred had this been a fixed ground radar-emitting 2800 Mhz signals. I queried the pilot as to whether the #2 monitor was getting signals of pulsed or continuous-wave character, but he said all he could reliably assert was that it was a strong signal because "the #2 monitor had no difficulty tracking him." As the Condon Report notes (Bantam 262), the 2800 Mhz source held a steady bearing as the plane kept moving westward, and even speed-variations led to no apparent bearing-variations in the azimuth painted on the #2 monitor.

At some undetermined time after the foregoing developments, the pilot radioed the radar controller at the flight control center in the Dallas-Ft. Worth area, and was informed that ground radar was showing two echoes, at 10-mile separation, in his area. No visible object was present at this time, but #2 monitor had the 2800 Mhz signal coming in from the 2 o'clock position, and the relative positions on the ground radar were compatible with this.

Soon thereafter the #2 monitoring officer informed the pilot that the unknown was beginning to move up-scope (for the first time since its rapid maneuver into the 2 o'clock position). The pilot emphasized to me that this shift in position was also being followed by the ground controller, who informed him that it shifted to a 12 o'clock position at 10 miles range. The #2 monitor also showed it stopping at a new bearing dead ahead. As it reached that position, it "again became visible to the eye as a huge, steady red glow" (Bantam 262). The Condon Report continues: "The pilot went to maximum speed. The target appeared to stop, and as the plane got close to it and flew over it, the target disappeared from visual observation, from monitor number two, and from ground radar." I asked the pilot if he had any feeling for its apparent distance below him as he overflew it; he did not. He remarked that they went in over it "wide open" and that the apparent closure rate struck him as due solely to their own motion in the aircraft, in accord with ground radar's painting the return as stationary.

Putting the B-47 into a turn (which the pilot remarked to me requires about 20-30 miles at top speed), they started to head back to try to pick up the unknown again. "About halfway around the turn, the target reappeared on both the monitor and ground radar scopes and visually at an estimated altitude of 15,000 ft. The pilot received

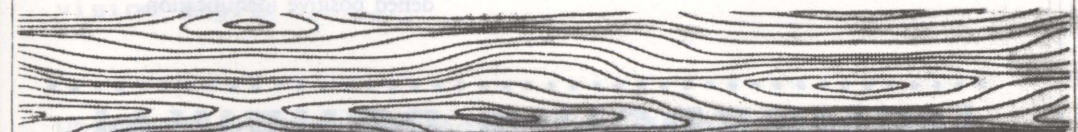
The Condon Report gives much interview information bearing on the subsequent ADC intelligence interrogation of the crew, and on their several recollections of whether there was or was not a wire-recorder aboard and operative. As noted earlier here, a concerted search did not turn up any official records at Bluebook or ADC headquarters on this incident. The three crew members interviewed by investigators of the Project "were surprised that a report of it was not part of Bluebook files."

Although a few comments appear in the Condon Report that will be construed as indicating that mirage effects (Bantam 138) might explain the visual sightings and that an elevated radar duct present near 7000 feet altitude (Bantam 891) might have caused misinterpreted ground returns, both of those hypotheses fall far short of adequately explaining the phenomena. It is, therefore, only appropriate that the Condon Report further notes that, "There are many unexplained aspects to this sighting, however, and a solution such as is given above, although possible, does not seem highly probable. One of the most disturbing features of the report is the radar operator's insistence, referring to ground and airborne radars, that '...this would all happen simultaneously. Whenever we'd lose it, we'd all lose it.' Another unexplained aspect is the large range of distances, bearing angles, and, to some extent, altitudes covered by the UFO." This case was outlined to a group of plasma specialists who rejected the hypothesis that such a report could be attributed to any known plasma effects.

So, in this 1957 B-47 case, I think we have one more example of an impressive Unexplained UFO within the body of the Condon Report, and one more reason for wondering how Condon could urge that "further extensive study of UFOs probably cannot be justified in the expectation that science will be advanced thereby." To me, the above UFO report is loaded with implications and questions of very substantial scientific interest. Why shrug off reports like that? Why advise the scientific community to ignore such matters? And, if there are cases like the above in the record (and I can assure you there are all too many equally baffling, equally intriguing in Air Force records alone), why should Condon even advise the Air Force to drop its already inadequate UFO project rather than to advise it to expand its efforts to unravel events like that which clearly impinge on matters of fairly direct military concern? Puzzling indeed, the Condon Report Conclusions and Recommendations and their seeming mismatch with the contents of the Report.

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BY, James E. McDonald



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# THE WORLD

The Numismatist  
April 1988

## UFO Sighting Commemorated on French Jeton?

Pictured on page 19 of *The UFO Phenomenon*, a recently released volume published by Time-Life Books, is a French jeton, or counter, minted in the 1680s that depicts what some believe to be an unidentified flying object (UFO) in the clouds above a land-



Many believe that the obverse of this 17th-century, 28mm French jeton depicts a UFO sighting.

scape. The piece is an otherwise normal French jeton, similar to thousands

of others that were made and used throughout central Europe during the 16th and 17th centuries to help people learn to count sums of money (when real coins were not available). They often carried the alphabet or political or religious themes.

Some "ufologists" suggest that the obverse of this particular jeton may commemorate a daytime UFO sighting.

Another interpretation is that the object is "Ezekiel's wheel," or the "chariot of Yahweh," referred to in the Old Testament (Ezekiel 1:16), which many read as a description of an early UFO. The legend OPPORTVNVS ADEST translates to "It is here at an opportune time."

Owned for many years by Kenneth Bressett, ANA education director, the jeton with the mysterious design has defied positive identification.

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# LETTERS

:Siegmond Podsiadly:

## PART 1

### Magnetic fields of Unidentified Flying Objects: Faraday rings around UFOs

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Sometimes observers saw and photographed dark rings around UFOs (Harder 1, 2). Results of an exhaustive study shows, that no rings are visible if the observer looks exactly along the axis of the UFO. However, the observer sees oval (elliptical?) rings, if the axis of the UFO is tilted by a few degrees relative to the vision angle.

Observers saw through polarizing glasses dark rings around an UFO against the polarized blue light of the sky. The cause is the magnetooptical effect (Faraday effect) of very strong magnetic fields associated with the UFO. This field rotates the plane of the polarized light by an amount according to its strength. The field



has maximal strength in the centre of a coil or current loop, its diminishes with increasing distance from the coil.

Imagine a current loop lying in the  $x - y$  plane; its axis is the  $z -$  axis. We study only the light rays parallel to the  $z -$  axis. On those rays acts the  $z -$  component of the magnetic field. If we proceed from the outside, the field increases and rotates the plane of the polarized light. If the rotation angle reaches 90 degrees, the observer sees a dark ring. With 180 degrees rotation angle the light is not affected by the glasses, but if the angle reaches 270 degrees the light is again blocked and a second dark ring is seen. If the field is strong enough, there is the third and even more rings up to the edge of the UFO.

Suitable measure of the field is the magnetic intensity, unit A/m. (ampere/metre). Rotation angle is proportional to it and to the path length. We seek an integral of the magnetic intensity with respect to path length from minus infinity to plus infinity. The unit of measure is  $(A/m)m$  or A (ampere). The integral can be found in closed form only for the axis of the loop. For a current loop of any diameter and a current of 1 ampere the

integral has the value 1, unit mentioned before.

The surprising results of this simplified analysis are: the magnetic intensity or the diameter of the loop does not appear in the final result. Only the current strength matters.

With a home computer I computed the abovementioned integral for many points inside and outside the loop. I adapted a method described by Hart (3). The unexpected result: inside the loop the integral equals the value for the centre, outside the loop it is zero with an instability point on the radius of the loop.

Real coils for high currents are slotted cylinders made from copper foils, massive solenoids or flat coils. For our purposes only the projection on the  $x - y$  plane matters: all the mentioned coil types reduce themselves to the two basic types, the current loop of thin wire and the flat (annular) coil.

For both the integral is zero on the outside. Therefore the observer would see no rings in the case of the current loop and see them for the case of a transparent annular coil.



Presently transparent conductors for large currents are unknown; only plasmas are transparent, but would be heated.

If the axis of the current loop or coil includes a small angle with the vision angle ( the coil or UFO is tilted by a few degrees ) the lighth ray touching the coil travels halfway outside the coil where the integral is zero, halfway in a distance smaller than the radius of the coil. The lighth ray would be rotated on half its travel. In a greater distance the rotation angle would be lower. The rotational capability of the field is concentrated in the vicinity of the coil.

CONT NEXT EDI.

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## Society History

1957

1957

At this point perhaps it may be opportune to present a brief history of the Victorian U.F.O. Research Society.

The earliest U.F.O. group to form in Australia was the "Australian Flying Saucer Bureau" under the direction of Edgar Jarrold and Andrew Tomas, in the early 1950s. At the same time, Fred Stone inaugurated the "Australian Flying Saucer Research Society" in Adelaide. After approximately two years the Bureau closed down and was regarded as a branch of the "Australian Flying Saucer Research Society" under Andrew Tomas. This shortly broke from Adelaide and became the "Australian U.F.O. Investigation Centre" with Dr. Clifford at its head until 1958, when the Presidency passed to Dr. Lindtner.

The "Australian Flying Saucer Research Society (Victorian Branch)" was formed on the 17th February, 1957 as a branch of the "Australian Flying Saucer Research Society" and later that year was re-organised as the "Victorian Flying Saucer Research Society" with Mr. Peter E. Norris L.L.B. as President. In 1968 the name was again altered — this time to the "Victorian U.F.O. Research Society".

During this time, the Society has published various papers and is probably best known for its publication Australian Flying Saucer Review, curtailed in 1972 due to high costs and subsequently superseded by the Australian U.F.O. Bulletin and at one stage sponsored and produced a quarter-hour program on a Melbourne radio station under the heading of "The Truth Behind Flying Saucers".

The Society had held a dispassionate attitude on U.F.O.s, claiming it is a scientific problem deserving closer attention. It has also met regularly in General Meetings and maintains the largest U.F.O. library in the Southern Hemisphere, making books available by post, to members throughout the Commonwealth.

Membership of this Society — which maintains the largest membership of any U.F.O. organisation in the Southern Hemisphere — is open to all who are genuinely interested in the subject.



# **THE AUSTRALIAN U.F.O. BULLETIN**

REGISTERED BY AUSTRALIA POST

PUBLICATION NO. VBH 0122



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